

PLANNING COMMITTEE: 6th March 2018
SUPPLEMENTARY INFORMATION - REVISED

The "Supplementary Information" report supplements the main Planning Agenda. It is produced on the day of the Committee and is circulated at the Committee meeting. It is used as a means of reporting matters that have arisen after the Agenda has been completed/circulated, which the Committee should be aware of before considering any application reported for determination.

Correspondence received is available for inspection.

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17/02130/PCD	Discharge of condition 17 (construction traffic routing via Burton Street and Angell Drive) of 15/00746/OUT: Land Off Farndon Road, Market Harborough
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Additional Representations:

10 further letters of representation have been received raising the following additional points:

- Sorry, but I cannot see any real difference. Sadly, it appears the planning committee comments have been ignored. Avant have quickly returned requesting to be heard again on the 6th March 18 with a very "flimsy" option of accessing the site through route C.
- PLEASE HDC request to see legal papers to show that Avant are in contact with Nigel Haynes and that a contract to purchase some of the land has already started.
- PLEASE REMEMBER, the residents are concerned over our SAFETY accessing the site through Farndon Fields. Avant have not produced any evidence to resolve this issue. The Bryan G Hall report still remains unchanged, even when this was questioned at the last planning meeting. Charley Close & from 21 Angell Drive still remain 5.5m wide and not the 7m as stated in the Bryan Hall report.
- Refusal on condition 17 is the only option when so many unanswered questions remain.
- Avant Homes have made no effort to engage with local residents since 6 February decision
- Avant Homes have allowed their contractors to access construction traffic to Phase 2 on 2 separate occasions since 6 February decision
- Resident DO NOT want ANY construction traffic routed through Phase 1 for Phase 2 now or at any time
- Avant Homes have ignored our proposed routing for route C which sees traffic using the second gate from Farndon Rd on the Haines land
- If HDC give Avant Homes permission for Section 17 on 6 Mar then they are opening the floodgates nationally for all or any developer to use similar tactics demonstrated by Avant Homes and thereby making any local planning committee null & void.
- There is a real danger that given the way the construction vehicles already drive round the estate that there could be a serious injury or worse. Avant continue to drive their construction vehicles down bridle paths creating a hazard to those walking down them and churning up the ground - there is mud everywhere and no attempt made to make good. There is no wheel washing in evidence.
- Having looked at the revised plans, I fail to see any substantial evidence that the developer has given the problem any thought whatsoever preferring to use threats

and intimidation to get their own way. I cannot support this sort of behaviour by the contractor.

- It is perhaps very sad that a builder gets itself to this stage of developing a major site without apparently working out that there is no convenient and safe access to that site. The said builder has then clearly decided that the solution is to bluster, bully, threaten and blackmail everybody in its path until it gets its way - and if there is a fair degree of collateral damage in so doing - well its all fair game in the world of house building!
- It's impossible to know how economical Avant have been with the truth in their proposals - Avant clearly only want one outcome and their association with honesty and openness in the past has been at best glancing - but of the available alternatives to making the lives of present residents hell for a further number of years Option C seems the least worst solution!
- Whilst understanding the pressures being applied by Avant's stance if the residents can't rely on the Planning Committee to make a stand for what is right and proper then the system will surely have failed them. They will truly have become "collateral damage".
- The proposed Option C is not an ideal solution, but it is a step in the right direction to completely divert all traffic for Phase 2 away from Phase 1 (i.e. Burton Street/Freshman Way/Angell Drive).
- I would like to see a further access proposal taken into consideration to avoid the impact of proposed Option C on some existing homes, cutting diagonally across Haynes owned land from Farndon Road.
- It is not safe or convenient to run construction traffic for 215 houses down Burton Street, Angell Drive and Charley Close. The roads are too narrow, residential and cars, let alone lorries, have to reverse back and weave in and out to allow other cars to pass.
- There is not going to be an easy way in to this site please do not let Avant compromise safety of residents by using our narrow roads for access for any period of time.
- With regard to the proposed temporary road, I would like to point out that the road would enter the second field at the corner, immediately crossing a Public Footpath adjacent to the NEAP. The NEAP is well used with children and dogs running from the NEAP into the field on and indeed off the Public Footpath.
- The Planning and Design for Outdoor Sport and Play guidelines for NEAPs state that if the open play area is near a road, it should have a BUFFER ZONE OF AT LEAST 30 M IN DEPTH containing varied planting, earth mounds etc. As the buffer zone in this instance would be approximately ZERO, any Council considering such a proposal should throw out this dangerous option immediately.
- I would like to further object to any construction traffic routing through the existing housing estate, especially any use of the area next to the children's play park on Burton Street, Angell Drive.
- In addition route C would take the traffic alongside and underneath overhead electricity power lines, on undulating and for part of the year submerged ground. The route would actually knock down a two high voltage power lines, leaving parts of Northamptonshire without power.
- There is a proposed route C which would be the preferred way into the new construction area. Residents at the top end of the estate have had little inconvenience compared to other areas so far and as long as the route is as far away from the line of hedging as possible, this would seem the way of compromising with the least effect.
- The estate perimeter footpath, the play park at the opposite end of Angell Drive will be safe to use by all residents then and the business of construction of the new housing will be continued without further disruption. Avant Homes need to

understand that their permission to build new homes must not come at the expense of the residents who's lives are blighted by construction traffic and processes any more.

- What I cannot understand is why this issue ever arose. Avant and its predecessors have had a long term interest in this area where they now have planning permission. Why did they plan routes that did not offer sensible access to the area they knew was next to be built on?
- It is either very poor planning on their behalf - with all the attendant hassle and loss of good will - or in some way a deliberate plan to force the construction of a route using a neighbouring county.
- The construction vehicles will cause road users to use the Farndon to Lubenham road as a cut through, a road which already has a high volume of traffic and is very inadequate for the traffic already using it. There are potholes, muddy verges , no room for cars to pass one another.
- Already, we have motorcycles racing along this road in the summer evenings, they and many other vehicles travel at speeds way in excess of the speed limit making it hazardous turning out of the Lealand, not to mention the danger to children playing in the close.

3 further letters of representation have been received raising the following additional points specific to Route C:

- Once the road is in place, it opens up the possibility of further houses being built on Nigel Haynes field bringing Harborough ever nearer to East Farndon.
- I have only heard today of the proposals to build a road (route C) through the field owned by Nigel Haines next to our property. I am shocked that this route has been proposed without anyone from HDC making us aware.
- To add insult to injury I now found that the decision as to whether this route will be chosen is being made this Tuesday. Nobody, repeat, nobody has been in contact from HDC make us aware.
- However, the most shocking aspect of this is the email from Amy Gilliver and the threatening tones towards HDC if permission for Route C is not granted and that any further delay is unacceptable. How can you be delaying anything if one of the people affected by this route has not even be consulted?
- I also note that Avant are in conversation with Nigel Haines to discuss the merits of building a road through route C. Have we and any other residents the right to also discuss with Nigel Haines the merits of **not** allowing a road to be built? I insist that all residents have the right to not only be told what's been proposed but to be involved in a consultation process in a timely matter. This has not occurred, repeat, has not occurred.
- I therefore object to the meeting been held to decide on Route C until my family have had enough time to understand how this road will affect us and our neighbours and to be able to arrange to meet Nigel Haines to ensure a level playing field.
- As East Farndon residents we **STRONGLY OBJECT to Routes A, B and C** routing through Northamptonshire as proposed by the Farndon Fields Residents Group. **Routes A & B** are totally unsuitable for construction traffic use and are in Northamptonshire. **STRONGLY OBJECT**
- Our property stands directly on the junction with Harborough Road and The Lealand which then leads on to the single track Lubenham Road. This road is of substandard width and already damaged in numerous sections. There are no pavements and the grass verges on both sides have already been damaged by HGV's and delivery lorries regularly using this route.
- This T-junction is totally unsuitable for large lorries and HGV's and has signage to that effect.

- To negotiate the junction the drivers have to mount the new pavement on the Harborough Road, then turn and mount the pavement again on the opposite side of the road past our gate before they can proceed down The Lealand and Lubenham road.
- Residents park their vehicles on one side of the carriageway on The Lealand as the majority of them do not have a garage or driveway. This makes passage difficult for a motor vehicle, let alone the size and type of vehicle used for delivery and construction purposes.
- **Route C - STRONGLY OBJECT**. This route is also in Northamptonshire and the field is opposite the side of our property.
- Would this proposed road across Nigel Haynes field be on a temporary basis and if so would there be a time limit applied?
- If on a permanent basis would this lead to further housing development applications by the developers?
- This situation could potentially be the thin end of a much larger wedge!
- I have noted with some alarm that one of the proposed routes (route C) would route traffic directly behind our homes.
- The supporting documentation from Avant provides no information on what this road would look like, permanent tarmac or temporary track, nor is it clear if this proposed route would be directly behind the current hedge line and therefore in Northamptonshire. Either way, years of construction traffic and the accompanying noise, dust and fumes would have a detrimental effect on our quality of life, and given that this would be a private road, it would not be subject to the usual road traffic laws.
- I do not want HGV's thundering past my house at excessive speed, notwithstanding Avant over the past few years have demonstrated a clear disregard for Farndon Fields resident and their responsibilities as an ethical builder.
- I have also noted that Pilkington own the land to the south west and I believe any temporary road would become permanent, either route A,B or C when Pilkington decide to develop this land has they have done with Farndon Fields 2, and therefore I believe Pilkington and CJC are likely attempting to deceive HDC and local residents as they have repeatedly now done in the past.

Additional Comments from Farndon Fields Residents Group:

Farndon Fields Residents Group have provided further comment in response to the additional information submitted by Avant Homes (See **Appendix A**)

Additional info from applicants

HDC have been informed by the applicants, that they have a Counsel opinion stating that, whilst their initial deemed consent notice was incorrectly served, 14 days have now passed since the day immediately after the notice was served and that as of the 1st of March they now have deemed consent for the proposal. HDC have not yet had sight this Counsel Opinion and as such can not confirm or deny the accuracy of this statement.

APPENDIX A – Farndon Fields Residents Group comments

Farndon Fields Residents Group observations of additional information re ref: 17/02130/PCD submitted by Avant Homes re Discharge of Condition 17. HDC letter dated 16th February 2018.

Firstly the Residents recognise the efforts and concern of the Council Planning Committee for the wellbeing of the residents of Farndon Fields in taking the difficult decision to further defer a decision and giving Avant Homes time to reflect on alternative routes.

The Avant Homes letter of 15th February comments on five routes identified on an accompanying plan with their comments.

Routes A & B, do not appear to have been ruled out completely, however, Avant identified **concern** for East Farndon residents on the Lealand and stated that these routings would involve higher cost. It is our observation that either of these routings may well be more beneficial for any future development plans of this area owned by the Pilkington Trust who provided the land for the proposed development.

Routes D & E, have not been pursued and are perceived to be more difficult due to the requirement of a licence from the Environment Agency and possible adverse impact on the wildlife including otters and badgers. It was also thought that cost would be higher due to having to bridge the River Welland.

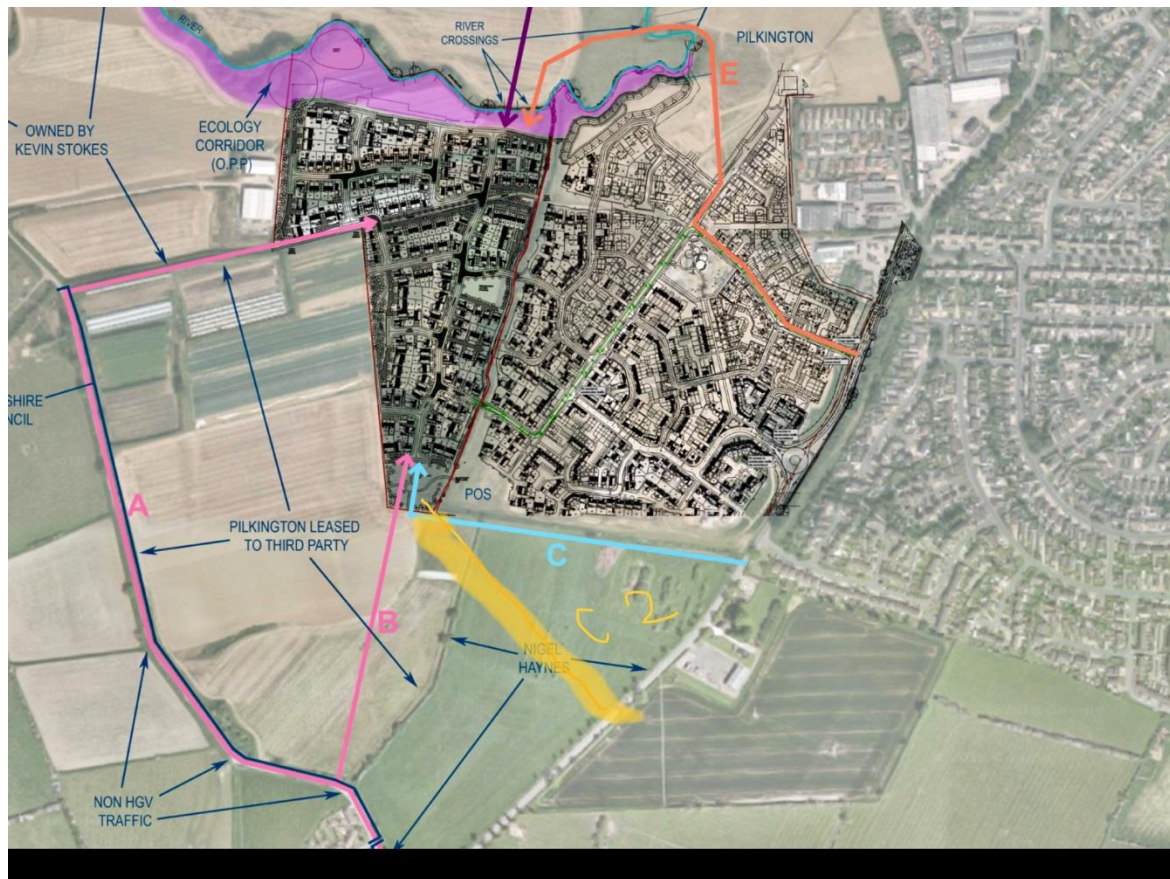
It is our observation this could have been pursued further as some of the infrastructure is already in place, however, the wildlife have already been impacted on in a major way, particularly the badgers and otters who are set to be unlawfully disturbed by the piling that appears to be required for a number of the homes closest to the wildlife corridor.

Route C, has been suggested as a viable option by Avant Homes and would meet the requests of Farndon Fields residents to keep the roads through our development Construction Traffic free and ensure the safety of all. However, Avant consider this as a gesture of goodwill but only if the Council grant them access using the disputed route and by threatening the Council with legal action.

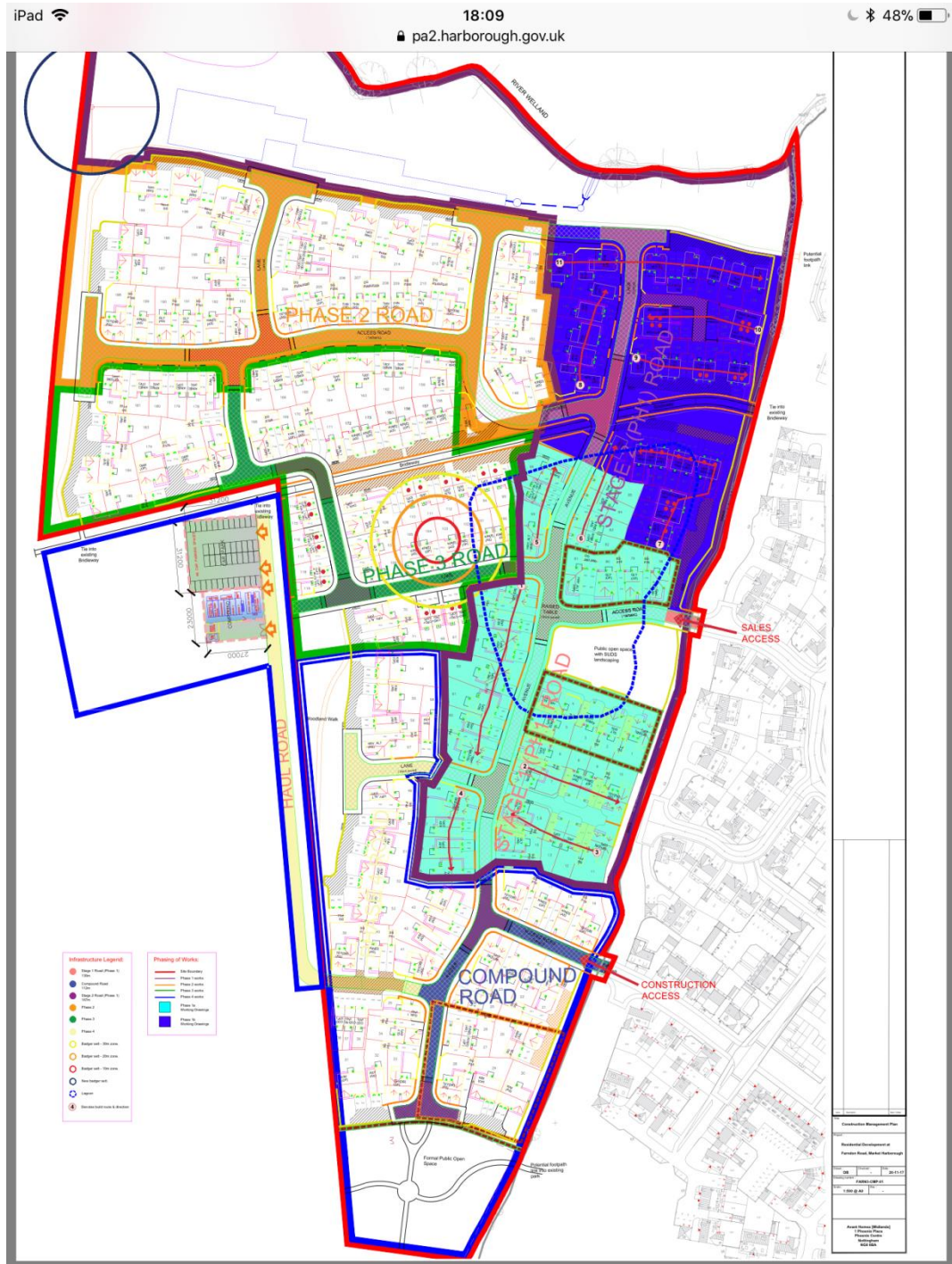
It is our observation that this route will still adversely impact on a number of residents on the eastern boundary due to the close proximity to their properties. However, we do reluctantly agree this could be viable but at the same time we suggest a potential alternative that would have limited impact on the residents of both Farndon Fields and East Farndon. At the same time we believe this may well further reduce costs for Avant Homes and actually provide them with better construction access to meet their submitted Construction Plan under reference 18/00313/PCD.

Avant are clearly in communication with Nigel Haynes over access. Our suggestion, rather than access via the first gate on Harborough Road towards East Farndon is to use the second gate that is further along and would avoid potential traffic issues with Watson Avenue. This is marked on the plan as Route C2 as a guideline. This would enable a shorter construction road and could link directly with the new Haul Road being proposed in Construction Plan 18/00313/PCD, plan shown below.

It is our further observation that a new Construction Complex is to be created on the adjoining field owned by Pilkington Trust and apparently leased by the Farm! We believe this land is actually in Northamptonshire and leads directly onto Lubenham Lane; it is also the adjoining field that leads on from the roads identified **as possible future development!** The plan also shows links with the Farm Road currently being used to access the works presently taking place.



It is hardly a gesture of goodwill to threaten the Council when they have been considering their residents. We would hope that route C2 will be received in the positive way we are suggesting; however, we are not prepared to accept construction traffic through our development as part of the arrangement!



All of the arguments stated previously still apply. We would ask why the width of the 5.5 metre width of Angell Drive and Charley Close have not been investigated further when we have identified the difficulty residential traffic has at times and the FACT that large construction vehicles will not be able to turn without breaching Construction Legislation by causing danger to all residents. In fact the roads do not match LCC Highways own 6 C'S requirements. Further evidence of local traffic during the school run time, 08.15 hrs, is shown below with a reminder of the difficulties of a lost tipper truck.



We believe it will be impossible to access the new development through our roads without considerable conflict with residents and further delays to Avant's timetable, it is our observation that Avant Homes have failed to convince residents of their goodwill by their threats to the Council, their failure to keep our roads clean and adhere to the construction requirements placed upon them. The latest wheel washing device pictured below shows a degree of contempt for the Council and residents. The Construction Plan identified also requests working hours of 07.30 to 17.30 Monday to Friday, 08.00 to 13.00 on Saturdays, hardly hours with consideration for Farndon Fields residents and a guarantee of conflict if attempting access through our development.



A real gesture of goodwill that would see approval by a majority would be to seriously consider our route C2, get on with this negotiation, ask the Council to approve this without access through Farndon Fields. The Residents Group have shown our goodwill by not pursuing a press campaign that would be damaging to Avant Homes.

Without these commitments from Avant Homes we are supportive of the Planning Committee to refuse or defer this decision as we believe the precedent has been set by The Secretary of States department in allowing Tymecrosse Gardens to be construction traffic free as stated, "to avoid inconvenience to the residents". Tymecrosse Gardens is 5.5 metres wide the same width as Angell Drive leading into Charley Close , defined by Highways as a minimum suitable for residential traffic with the occasional heavier vehicle accessing.

17/01484/REM	Residential development of up to 48 dwellings with associated infrastructure and public open space (reserved matters of 17/00212/OUT) : Land off Winckley Close, Houghton on the Hill, Leicestershire
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Paragraph 3.19 of the report:

The drawing list is updated as follows:

- Site Location Plan;
- Drawing No. P02 Rev B (Proposed Site Layout) (now superseded);
- Drawing No. P02 Rev S (Proposed Site Layout) (now superseded);
- Drawing No. P02 Rev T (Proposed Site Layout) (now superseded);
- Drawing No. P02 Rev U (Proposed Site Layout) (now superseded);
- Drawing No. P02 Rev V (Proposed Site Layout) (now superseded);
- Drawing No. P02 Rev W (Proposed Site Layout);
- Drawing No. L44 Rev D (1800mm Timber Screen Fence);
- Drawing No. L56 Rev C (1800mm Timber Palisade Fence);
- Drawing No. L57 Rev A (1100mm Post & Rail Fence);
- Drawing No. L59 Rev B (Timber Knee Rail);
- Drawing No. L62 Rev B (1800mm Waney Edged Panel Fencing);
- Drawing No. L83 Rev D (Metal Boundary Railing);
- Drawing No. L89 Rev – (Brick Screen Wall Detail);
- Drawing No. P03 Rev B (Proposed Hard Landscaping) (now superseded);
- Drawing No. P03 Rev K (Proposed Hard Landscaping) (now superseded);
- Drawing No. P03 Rev L (Proposed Hard Landscaping) (now superseded);
- Drawing No. P03 Rev M (Proposed Hard Landscaping) (now superseded);
- Drawing No. P03 Rev N (Proposed Hard Landscaping);
- Drawing No. P04 Rev E (Proposed Boundary Treatments) (now superseded);
- Drawing No. P04 Rev P (Proposed Boundary Treatments) (now superseded);
- Drawing No. P04 Rev R (Proposed Boundary Treatments) (now superseded);
- Drawing No. P04 Rev S (Proposed Boundary Treatments) (now superseded);
- Drawing No. P04 Rev T (Proposed Boundary Treatments);
- Drawing No. P05 Rev B (Proposed Materials) (now superseded);
- Drawing No. P05 Rev K (Proposed Materials) (now superseded);
- Drawing No. P05 Rev M (Proposed Materials) (now superseded);
- Drawing No. P05 Rev N (Proposed Materials) (now superseded);
- Drawing No. P05 Rev P (Proposed Materials);
- Drawing No. 16-088-AB-1 (Ashburn House Type) (now superseded);
- Drawing No. 16-088-AB-1 (Ashburn House Type - Plot 7);
- Drawing No. 16-088-BD-1 (Bedale House Type) (now superseded);
- Drawing No. 16-088-BD-1 (Bedale House Type – Plots 47 and 48) (now superseded);
- Drawing No. 16-088-BD-S (Bedale (S) House Type Plot 44 and 45);
- Drawing No. 16-135-DK-1(S) (Denwick with Additional Window House Type – Plot 10);
- Drawing No. 16-135-DK-1 (Denwick House Type – Plots 16 and 19) (now superseded);
- Drawing No. 16-135-DK-1A (Denwick House Type – Plot 16);
- Drawing No. 16-088-DK-2 (Denwick – Render Option House Type) (now superseded);
- Drawing No. 16-088-DK-2 (Denwick – Render Option House Type – Plots 12 and 20) (Now superseded);
- Drawing No. 16-088-DK-2A (Denwick – Render Option House Type – Plots 12 and 19);
- Drawing No. 16-088-DK-6 (Denwick – Double Gablette House Type) (now superseded);
- Drawing No. 16-088-DK-6(S) (Denwick – Double Gablette with Additional Window House Type – Plot 36) (now superseded);
- Drawing No. 16-088-DK-6(S)B (Denwick – Double Gablette with Additional Window House Type – Plot 10 and 37);
- Drawing No. 16-088-DS-1 (Douglas House Type) (now superseded);

- Drawing No. 16-088-DS-1 (Douglas House Type – Plot 35) (now superseded);
- Drawing No. 16-088-DS(PC) (Douglas House Type – Plot 35) (now superseded);
- Drawing No. 16-088-DS(PC)-2 (Douglas House Type – Plot 36);
- Drawing No. 16-088-DS-2 (Douglas – Render Option House Type) (now superseded);
- Drawing No. 16-088-DS-2 (Douglas – Render Option House Type – Plots 9 and 33) (now superseded);
- Drawing No. 16-088-DS-2A (Douglas – Render Option House Type – Plots 9 and 34);
- Drawing No. 16-088-GV-1 (Glaven House Type) (now superseded);
- Drawing No. 16-088-GV-1 (Glaven House Type – Plot 40) (now superseded)
- Drawing No. 16-088-GV-1A (Glaven House Type – Plot 39 and 41);
- Drawing No. 16-088-GW-1 (S2) (Gowan with Additional Window House Type – Plot 37) (now superseded);
- Drawing No. 16-088-GW-1 (S2)-A (Gowan with Additional Window House Type – Plot 38);
- Drawing No. 16-088-GW-1 (S) (Gowan with Additional Window House Type – Plot 5);
- Drawing No. 16-088-HT-1 (Hetton House Type) (now superseded);
- Drawing No. 16-088-HT-1 (Hetton House Type – Plots 43-46) (now superseded)
- Drawing No. 16-088-HT-1A (Hetton House Type – Plots 42, 43, 46,& 47);
- Drawing No. 16-088-KD-1 (Kildale House Type) (now superseded);
- Drawing No. 16-088-KD-1 (Kildale House Type – Plots 21, 23, 26 and 27) (now superseded);
- Drawing No. 16-088-KD-1A (Kildale House Type – Plots 22, 24, 27 and 28);
- Drawing No. 16-088-LA-1 (Lea House Type) (now superseded);
- Drawing No. 16-088-LA-1 (Lea House Type – Plots 3, 32 and 34) (now superseded);
- Drawing No. 16-088-LA-1A (Lea House Type – Plots 3, 33 and 35);
- Drawing No. 16-088-LA-2 (Lea – Render Option House Type) (now superseded);
- Drawing No. 16-088-LA-2 (Lea – Render Option House Type – Plots 4 and 31) (now superseded);
- Drawing No. 16-088-LA-2A (Lea – Render Option House Type – Plots 4 and 32);
- Drawing No. 16-088-LB-1 (Lambourn House Type) (now superseded);
- Drawing No. 16-088-LB-1 (Lambourn House Type - Plots 6 and 8);
- Drawing No. 16-088-LN-1 (Lydden House Type – Plots 11 and 15);
- Drawing No. 16-135-MD-1 (Meden House Type – Plots 20 & 21);
- Drawing No. 16-088-ME-1 (Medway House Type) (now superseded);
- Drawing No. 16-088-ME-2 (Medway – Render Option House Type) (now superseded);
- Drawing No. 16-135-ME(PC)-1 (Medway –Projecting Chimney Option House Type – Plot 18) (now superseded);
- Drawing No. 16-088-ME(PC)-2 (Medway – Render & Projecting Chimney Option House Type) (now superseded);
- Drawing No. 16-088-ME(PC)-2 (Medway – Render & Projecting Chimney Option House Type – Plots 14 and 38) (now superseded);
- Drawing No. 16-088-ME(PC)-2A (Medway – Render & Projecting Chimney Option House Type – Plot 14);
- Drawing No. 16-135-ME(PC)-3 (S) (Medway –Projecting Chimney Option House Type – Plot 18
- Drawing No. 16-088-LA-1 (Lea House Type) (now superseded);
- Drawing No. 16-088-RR-1 (Rother House Type) (now superseded);
- Drawing No. 16-088-RR-1 (Rother House Type – Plots 28 and 29) (now superseded)
- Drawing No. 16-088-RR-1A (Rother House Type – Plots 29 and 30);
- Drawing No. 16-088-RW-1 (Rowan House Type – Plots 39, 41 and 42) (now superseded);
- Drawing No. 16-088-RW-A (Rowan House Type – Plots 48);
- Drawing No. 16-088-RW(S) (Rowan House Type) (now superseded);
- Drawing No. 16-088-RW(S)A (Rowan House Type – Plot 40)
- Drawing No. 16-088-SN-1 (Seaton House Type) (now superseded);
- Drawing No. 16-088-SN-1(S) (Seaton with Additional Window House Type – Plot 30) (now superseded);
- Drawing No. 16-088-SN-1(S)A (Seaton with Additional Window House Type – Plot 31);
- Drawing No. 16-088-SN-2 (Seaton – Render Option House Type) (now superseded);
- Drawing No. 16-088-SN-2 (Seaton – Render Option House Type – Plot 17);

- Drawing No. 16-088-SN-2(S) (Seaton – Render Option House Type – Plot 1);
- Drawing No. 16-088-SN-3 (Seaton – Tile Option House Type) (now superseded);
- Drawing No. 16-088-SN-3 (Seaton – Tile Option with Additional Window House Type – Plots 2 and 13) (now superseded);
- Drawing No. 16-088-SN-3(S) (Seaton – Tile Option with Additional Window House Type – Plots 2 and 13);
- Drawing No. 16-088-TS-1 (Thirsk House Type) (now superseded);
- Drawing No. 16-088-TS-1 (Thirsk House Type – Plots 22, 24 and 25) (now superseded);
- Drawing No. 16-088-TS-1A (Thirsk House Type – Plots 23, 25 and 26);
- Drawing No. 16-088-P-GB.02B (Double Side Gable Garage Type);
- Drawing No. 16-088-P-GB.03B (Semi Side Gable Garage Type);
- Drawing No. 16-088-P-GB.04B (Tandem Front Gable Garage Type) (now superseded);
- Drawing No. 16-088-P-GB.06B (Single Front Gable Garage Type);
- Drawing No. 16-088-P-GB.08B (Double Front Gable Garage Type) (now superseded);
- Drawing No. 16-088-P-GB.10 (Sales Garage Semi Side Gable Garage Type);
- Drawing No. P06 Rev A (Proposed Street Elevations) (now superseded);
- Drawing No. P06 Rev D (Proposed Street Elevations) (now superseded);
- Drawing No. P06 Rev E (Proposed Street Elevations);
- Drawing No. 0729.001 (Landscape Proposals (Sheet 1 of 3)) (now superseded);
- Drawing No. 0729.001 Rev E (Landscape Proposals (Sheet 1 of 3)) (now superseded);
- Drawing No. 0729.001 Rev F (Landscape Proposals (Sheet 1 of 3)) (now superseded);
- Drawing No. 0729.001 Rev G (Landscape Proposals (Sheet 1 of 3)) (now superseded);
- Drawing No. 0729.001 Rev H (Landscape Proposals (Sheet 1 of 3));
- Drawing No. 0729.002 (Landscape Proposals (Sheet 2 of 3)) (now superseded);
- Drawing No. 0729.002 Rev F (Landscape Proposals (Sheet 2 of 3) (now superseded));
- Drawing No. 0729.002 Rev G (Landscape Proposals (Sheet 2 of 3)) (now superseded);
- Drawing No. 0729.002 Rev H (Landscape Proposals (Sheet 2 of 3));
- Drawing No. 0729.003 (Landscape Proposals (Sheet 3 of 3)) (now superseded);
- Drawing No. 0729.003 Rev E (Landscape Proposals (Sheet 3 of 3)) (now superseded);
- Drawing No. 0729.003 Rev F (Landscape Proposals (Sheet 3 of 3));
- Drawing No. 0729.004 (LAP Design Details) (now superseded);
- Drawing No. 0729/005 (LEAP Proposals);
- Drawing No. L76 (Private Drives Demarcation Lines);
- Drawing No. L11 Rev D (Private Tarmac Drive Detail PCC Flat Edging);
- Drawing No. L14 Rev C (Shared Tarmac Drive Detail PCC Flat Edging);
- Drawing No. L15 Rev D (Shared Block Pavior Drive Detail);
- Drawing No. L16 Rev A (Fire Access Drive Detail Edging to Drives);
- Drawing No. SK01 (Proposed Finished Floor Levels);
- Drawing No. P07 Rev B (POS Areas Plan) (now superseded);
- Drawing No. P07 Rev E (POS Areas Plan) (now superseded);
- Drawing No. P07 Rev G (POS Areas Plan) (now superseded); and
- Drawing No. P07 Rev H (POS Areas Plan).

Paragraph 2.4 of the report:

The following planning application has now been approved:

- 17/02112/FUL - Creation of an ecological enhancement area comprising of a pond, marsh, species rich grassland and native scrub planting – Approved (27.02.2018).

Section 4 b) Local Community of the report:

Since the publication of the Committee Report, a further representation has been received from the Houghton on the Hill residents group, objecting to the proposed development. The Case Officer acknowledges that the representation received is very detailed and given that it is impractical to copy these verbatim, a summary of the key points/concerns, in no particular order, is provided below:

- The proposal has not been adequately reviewed for compliance with Leicestershire County Council Highway's 'The 6C's Design Guide';
- The proposed design for the road network within the application site is not designed to adoptable standards;
- Gradients on the road network within the application site will consistently exceed the guideline of 5% (1 in 20) required by 'The 6C's Design Guide' for the design of new residential roads;
- The proposed access would be unsuitable during times whereby snowfall or severe icy conditions are encountered, by reason of the gradient of Winckley Close; and
- The access to Plot 39 is located in the middle of a proposed speed ramp, contrary to 'The 6C's Design Guide' for the design of residential roads.

Paragraph 5.5 of the report:

This should be updated as follows:

- Emerging Houghton on the Hill Neighbourhood Plan;

The Neighbourhood Plan has now been through Examination. It is now in the form of 'Post-Examination Version December 2017'. The Neighbourhood Plan was presented to the Council's Executive on 15th February 2018 and will now proceed to Referendum on 29th March 2018.

Appendix A of the report:

Condition 1 to be amended as follows:

1) **Approved Plans**

The development hereby permitted shall be in accordance with the following approved plan(s):

- Site Location Plan;
- Drawing No. P02 Rev W (Proposed Site Layout);
- Drawing No. L44 Rev D (1800mm Timber Screen Fence);
- Drawing No. L56 Rev C (1800mm Timber Palisade Fence);
- Drawing No. L57 Rev A (1100mm Post & Rail Fence);
- Drawing No. L59 Rev B (Timber Knee Rail);
- Drawing No. L62 Rev B (1800mm Waney Edged Panel Fencing);
- Drawing No. L83 Rev D (Metal Boundary Railing);
- Drawing No. L89 Rev – (Brick Screen Wall Detail);
- Drawing No. P03 Rev N (Proposed Hard Landscaping);
- Drawing No. P04 Rev T (Proposed Boundary Treatments);
- Drawing No. P05 Rev P (Proposed Materials);
- Drawing No. 16-088-AB-1 (Ashburn House Type - Plot 7);
- Drawing No. 16-088-BD-S (Bedale (S) House Type Plot 44 and 45);
- Drawing No. 16-135-DK-1(S) (Denwick with Additional Window House Type – Plot 10);
- Drawing No. 16-135 DK-1A (Denwick House Type – Plot 16);
- Drawing No. 16-088-DK-2A (Denwick – Render Option House Type – Plots 12 and 19);
- Drawing No. 16-088-DK-6(S)B (Denwick – Double Gablette with Additional Window House Type – Plot 10 and 37);
- Drawing No. 16-088-DS(PC)-2 (Douglas House Type – Plot 36);
- Drawing No. 16-088-DS-2A (Douglas – Render Option House Type – Plots 9 and 34);
- Drawing No. 16-088-GV-1A (Glaven House Type – Plot 39 and 41);
- Drawing No. 16-088-GW-1 (S2)-A (Gowan with Additional Window House Type – Plot 38);

- Drawing No. 16-088-GW-1 (S) (Gowan with Additional Window House Type – Plot 5);
- Drawing No. 16-088-HT-1A (Hetton House Type – Plots 42, 43, 46,& 47);
- Drawing No. 16-088-KD-1A (Kildale House Type – Plots 22, 24, 27 and 28);
- Drawing No. 16-088-LA-1A (Lea House Type – Plots 3, 33 and 35);
- Drawing No. 16-088-LA-2A (Lea – Render Option House Type – Plots 4 and 32);
- Drawing No. 16-088-LB-1 (Lambourn House Type - Plots 6 and 8);
- Drawing No. 16-088-LN-1 (Lydden House Type – Plots 11 and 15);
- Drawing No. 16-135-MD-1 (Meden House Type – Plots 20 & 21);
- Drawing No. 16-088-ME(PC)-2A (Medway – Render & Projecting Chimney Option House Type – Plot 14);
- Drawing No. 16-135-ME(PC)-3 (S) (Medway –Projecting Chimney Option House Type – Plot 18
- Drawing No. 16-088-RR-1A (Rother House Type – Plots 29 and 30);
- Drawing No. 16-088-RW-A (Rowan House Type – Plots 48);
- Drawing No. 16-088-RW(S)A (Rowan House Type – Plot 40)
- Drawing No. 16-088-SN-1(S)A (Seaton with Additional Window House Type – Plot 31);
- Drawing No. 16-088-SN-2 (Seaton – Render Option House Type – Plot 17);
- Drawing No. 16-088-SN-2(S) (Seaton – Render Option House Type – Plot 1);
- Drawing No. 16-088-SN-3(S) (Seaton – Tile Option with Additional Window House Type – Plots 2 and 13);
- Drawing No. 16-088-TS-1A (Thirsk House Type – Plots 23, 25 and 26);
- Drawing No. 16-088-P-GB.02B (Double Side Gable Garage Type);
- Drawing No. 16-088-P-GB.03B (Semi Side Gable Garage Type);
- Drawing No. 16-088-P-GB.06B (Single Front Gable Garage Type);
- Drawing No. 16-088-P-GB.10 (Sales Garage Semi Side Gable Garage Type);
- Drawing No. P06 Rev E (Proposed Street Elevations);
- Drawing No. 0729.001 Rev H (Landscape Proposals (Sheet 1 of 3));
- Drawing No. 0729.002 Rev H (Landscape Proposals (Sheet 2 of 3));
- Drawing No. 0729.003 Rev F (Landscape Proposals (Sheet 3 of 3));
- Drawing No. 0729/005 (LEAP Proposals);
- Drawing No. L76 (Private Drives Demarcation Lines);
- Drawing No. L11 Rev D (Private Tarmac Drive Detail PCC Flat Edging);
- Drawing No. L14 Rev C (Shared Tarmac Drive Detail PCC Flat Edging);
- Drawing No. L15 Rev D (Shared Block Pavior Drive Detail);
- Drawing No. L16 Rev A (Fire Access Drive Detail Edging to Drives);
- Drawing No. SK01 (Proposed Finished Floor Levels); and
- Drawing No. P07 Rev H (POS Areas Plan).

Reason: For the avoidance of doubt.

Other Matters:

An allegation has been made in respect of land within the St Catharines Way Public Open Space (formerly agricultural land) being potentially subject to pollution. Unfortunately, no evidence of pollution being present on this land has been submitted to substantiate this allegation.

Initial enquiries were made with the Animal and Plant Health Agency, an executive agency of the Department for Environment, Food & Rural Affairs (DEFRA), to ascertain whether or not any historic records of pollution exist for this land, and in the case they do, to obtain any records. No response has been received at this time.

Furthermore, initial enquiries were made with the Health and Safety Executive to ascertain whether or not any historic records of pollution exist for this land, and in the case they do, to obtain any records. The response received from the Health and Safety Executive outlines that they hold no records for this land.

Harborough District Council's Environmental Team have been notified of this allegation and have subsequently suggested that an Informative Note be added to any grant of Reserved Matters Planning Permission.

In view of the above, the following additional Informative Note is now proposed:

11) In view of the potential for pollutants to be present below ground on land at St Catharines Way Public Open Space, as suggested by local knowledge of past/current residents of Houghton on the Hill, the Applicant is advised of this risk and the requirement to comply with other Regulations in this regard, for example Building Regulations and COSHH Regulations.

17/01510/REM	Erection of 110 dwellings and associated landscaping and open space (Reserved Matters of 15/01153/OUT): Land South East Of Warwick Road, Kibworth Beauchamp
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Additional Representations

Kibworth Beauchamp Parish Council

On behalf of Kibworth Beauchamp Parish Council I seek confirmation that members of the Planning Committee who attend the meeting on Tuesday 6th March 2018 will be briefed fully and accurately on the draft revised National Planning Policy Framework in respect of 17/01510/REM | Erection of 110 dwellings and associated landscaping and open space (Reserved Matters of 15/01153/OUT) | Land South East Of Warwick Road Kibworth Beauchamp.

I ask also that the Kibworth Neighbourhood Plan is given full weight. We are concerned that your officer's briefing misinforms councillors by stating (Page 148) that our Plan 'is in the late stages of its progress to implementation'. In fact, it was made following referendum on 25th January 2018. It is of serious concern that a Planning Officer can make such a basic mistake which could lead to wrong decisions being made. I refer you and your officer to your own website here - http://www.harborough.gov.uk/directory_record/2249/kibworth_harcourt_and_kibworth_beauchamp_the_kibworths_neighbourhood_plan

Our Plan must therefore be consulted and given full weight. Specifically, we request that you draw members' attention to POLICY H5: RESIDENTIAL CAR PARKING:

'New residential development should incorporate sufficient parking provision to meet the needs of future residents in accordance with the Leicestershire parking standards except that 4+ bedroomed dwellings shall have a minimum of 4 off-street parking spaces within the curtilage of each dwelling.'

We are concerned also that the potential link road between this and the adjoining David Wilson Homes development has not been pursued with more endeavour. We believe that the link would help balance the traffic flow to and from the A6 and reduce vehicle movements at the difficult Warwick Road/Fleckney Road junction where several serious accidents have occurred.

The Prime Minister's statement in the House today clearly supported the right of a community to expect adequate infrastructure support alongside new developments. Mrs May specifically mentioned school places, traffic, road capacity and GP waiting lists. On behalf of our parishioners, we expect these matters to be addressed at your Planning Committee meeting. We will be monitoring the debate and the outcome.

1 additional Neighbour objection made in respect of a separate Reserved Matters application 18/00268/REM but which includes the following reference to current proposal.

You probably know that the Kibworth Neighbourhood Plan prescribes a minimum of 4 car parking spaces per dwelling with 4 or more bedrooms. I noticed a similar issue with the application 17/01510/REM on an adjacent site, there the shortfall I counted was 44 parking spaces. This makes for a total shortfall in car parking provision of 90 spaces across both sites.

As you're aware, on-street parking is a real problem in Kibworth and a lot of effort has been put into the development of our Neighbourhood Plan. It may be worthwhile to raise this issue with the developers David Wilson Homes and Miller Homes and remind them that the NP is now fully adopted and that they give residents the courtesy to adhere to its policies. The impression at the moment is that they have either ignored the plan or not bothered reading it.

Officers Comments.

Following a positive referendum held on the 25th January 2018, in accordance with the Regulations and the Council's scheme of delegation The Kibworths Neighbourhood Development Plan is 'made' and planning applications in the Parish must be considered against The Kibworths Neighbourhood Development Plan, as well as existing planning policy, such as the Harborough District Core Strategy and the National Planning Policy Framework and Guidance.

Page 148 of the report refers to Kibworth Beauchamp Parish Councils initial comments on the proposals which were submitted prior to the Neighbourhood Plan being 'made'. The report itself does however make it clear that the Neighbourhood Plan does now form part of the development plan for the area.

17/01894/FUL	Erection of timber posts on the verge: Nevill Holt Hall, Paddock Lane, Nevill Holt
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Corrections.

Para 4.6 page 162 **Medbourne** Parish Council

Para 4.9 page 164 NFU not RFU

Amendment B:

- Posts lowered to 0.9metres in height
- Posts omitted

Officer comments: the omission of some posts resulted in posts near the Memorial Gates being removed, this addresses some concerns raised by the Conservation Officer

Third party representations:

Equestrian consultant (P Roberts) additional comments regarding the lower timber posts.
The reduction in size will not make any difference to the safety of users of this road, as they are tall enough to be visible and not small enough to become a trip hazard.

3 objections as per previous obs. (1) the length of vehicles is inaccurate, Mr R Beaty smallest tractor is 6metres and smallest trailer is 15metres not 10m at harvest the trailer is up-to 11.5metres overall length of 17.5metres and lorries are not considered and when full can't pull off the paved surface as they will sink in. (2) the damage to verges is not based on objective and independently verifiable information (3) posts are not considered a light touch; (4) not known if whether National Park sites have public roads running through them (5) The opera was approved with 40 events per calendar year. (6) Impact upon local business owner who need to be able to ride and lead a horse. (7) lack of access will force riders on or across the B664 (8) impact of the opera on the local roads.

Officer comment there are low posts similar to that proposed on the grass verge near the entrance (Old John Tower) to Bradgate Park and near Foxton Locks.

Access and rights of way representative for the British Horse Society for Leicestershire and Rutland: Concerns (1) about the erected of posts on both sides of the carriageway along 150m of Drayton Road. (2) the Equestrians consultants report is accurate and my views are that the posts will not in general pose a threat to horse rider' safety. (3) However, at certain time of the year and frequently in the summer when riders are more plentiful out early morning and later in the evening. (4) Nevill Holt hosts large opera productions, some of the vehicles will be large. (5) Concerned about posts on both sides of the road on a road that is not very wide. (6) Also farm vehicles use this stretch and get a little wider each year. (7) If the posts are accidentally knocked and broken, this is a hazard to horse. (9)Very little damage to verge less than 0.6m which will remain vulnerable to traffic if posts are erected.

Technical Consultees:

Highways: response to Amendment B

Background

The advice in the County Highway Authority (CHA) revised observations dated 22 February 2018 was that the Applicant's proposed scheme was not acceptable to the LHA and the LPA should consider refusing the planning application.

Passing bays

The Applicant submitted a revised scheme and junction visibility details to the LPA on 27 February as shown on WYG drawings A101664-35-18-003 Rev B and A101664-35-18-001 Rev F. As part of the revised scheme the Applicant has removed some of the timber posts from the apex of the 'junctions' which are listed below:

- two from the junction with the Avenue (Detail B on drawing rev B)
- one either side of the entrance gate to Nevill Holt Hall (Detail C on drawing rev B)
- one at the southern end of the scheme (Detail D on drawing rev B)

The CHA considers the passing bays in the revised scheme to be sufficient to ensure they are useable.

Impact on other highway users

As outlined in the CHA observations dated 22 February 2018, the Applicant has undertaken some additional analysis due to the route being used by large agricultural vehicles in the area.

The CHA is aware of the potential impact of the proposals on other highway users especially considering the rural location and close proximity of surrounding farms. However it is not considered reasonable in planning terms to continually ask the Applicant to demonstrate the impact of their proposal due to the increasing size of agricultural vehicles.

Previous objections have been raised by some horse riders who consider the proposed development would make the road less safe for them to ride on. Whilst there is evidence from horse riding experts that this will not necessarily be the case there were concerns that the height on the posts 1.2m would result in horses knocking them over. Following the initial CHA observations the LPA requested a reduction in the height of the posts from 1.2m to 0.9m.

Nevertheless it should be noted that there due to the larger vehicles using Holt Road and Drayton Road the timber posts could be knocked over and damaged and the Applicant will need to ensure these posts do not become a hazard to other highway users.

The CHA would also advise the Applicant to consider investigating trimming the trees and hedges to make it easier for horse riders between the posts and the hedges.

Maintenance Liability

The CHA would reiterate its previous advice that the Applicant will be required to assume responsibility for maintenance of the posts and have a suitable level of insurance to remove all liability from the CHA.

Conclusion

On balance the CHA cannot demonstrate that the proposed development will have a severe impact on the highway in accordance with Paragraph 32 of NPPF subject to the following conditions.

Conditions

1. No part of the development hereby permitted shall be implemented until such time as the offsite works shown on WYG drawing number A101664-35-18-003 Rev B have been implemented in full.

Reason: To mitigate the impact of the development, in the general interests of highway safety and in accordance with Paragraph 32 of the National Planning Policy Framework 2012.

2. No part of the development hereby permitted shall be implemented until such time as details of the insurance cover for the maintenance and liability for the timber posts has been submitted to the Local Planning Authority for approval. The approved insurance cover shall thereafter be provided and implemented in full.

Reason: To mitigate the impact of the development, in the general interests of highway safety and in accordance with Paragraph 32 of the National Planning Policy Framework 2012.

Conditions:

Revised plan

2. This consent relates to the application as amended by revised plan no. 004 Rev A, 001 Rev F and 003 Rev B attached to and forming part of this consent REASON: For the avoidance of doubt.

Off-site works:

3. Prior to development commencing the offsite works shown on WYG drawing number A101664-35-18-003 Rev B shall be implemented in full and retained in-perpetuity..

Reason: To mitigate the impact of the development, in the general interests of highway safety and in accordance with Paragraph 32 of the National Planning Policy Framework 2012.

Insurance:

4. Prior to development commencing details of the insurance cover for the maintenance and liability for the timber posts shall be submitted to and approved in writing by the Local Planning Authority. The approved insurance cover shall thereafter be provided and implemented in perpetuity.

Reason: To mitigate the impact of the development, in the general interests of highway safety and in accordance with Paragraph 32 of the National Planning Policy Framework 2012.

17/01969/FUL	Erection of a detached garage: 2 The Walled Garden, West Langton Road, West Langton
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An Objection petition (and two aerial images) signed by 18 residents has been received, as follows:

THIS DOCUMENT IS BEING SUBMITTED BY EMAIL 25.02.18

**A GROUP RESPONSE TO PLANNING APPLICATION 17/01969/FUL
FOR DETACHED GARAGE - 2 THE WALLED GARDEN WEST LANGTON**

We, the undersigned, set a high value on the Langton Hall Estate with its Historic England listing at entry 1000961. All of us are keen to preserve the integrity of the wider setting for the architectural assets here that are Grade 2 listed and are an important part of history.

Some of us drafted earlier responses to the above planning application where we took time to look into national and local planning policy to help us compose well informed responses. We are disappointed to see the comments on line from the conservation officer who notes that "the development will not harm the significance of the setting of the Heritage Assets in accordance with Chapter 12 of the NPPF". We write to ask that further consideration be given to this particular issue.

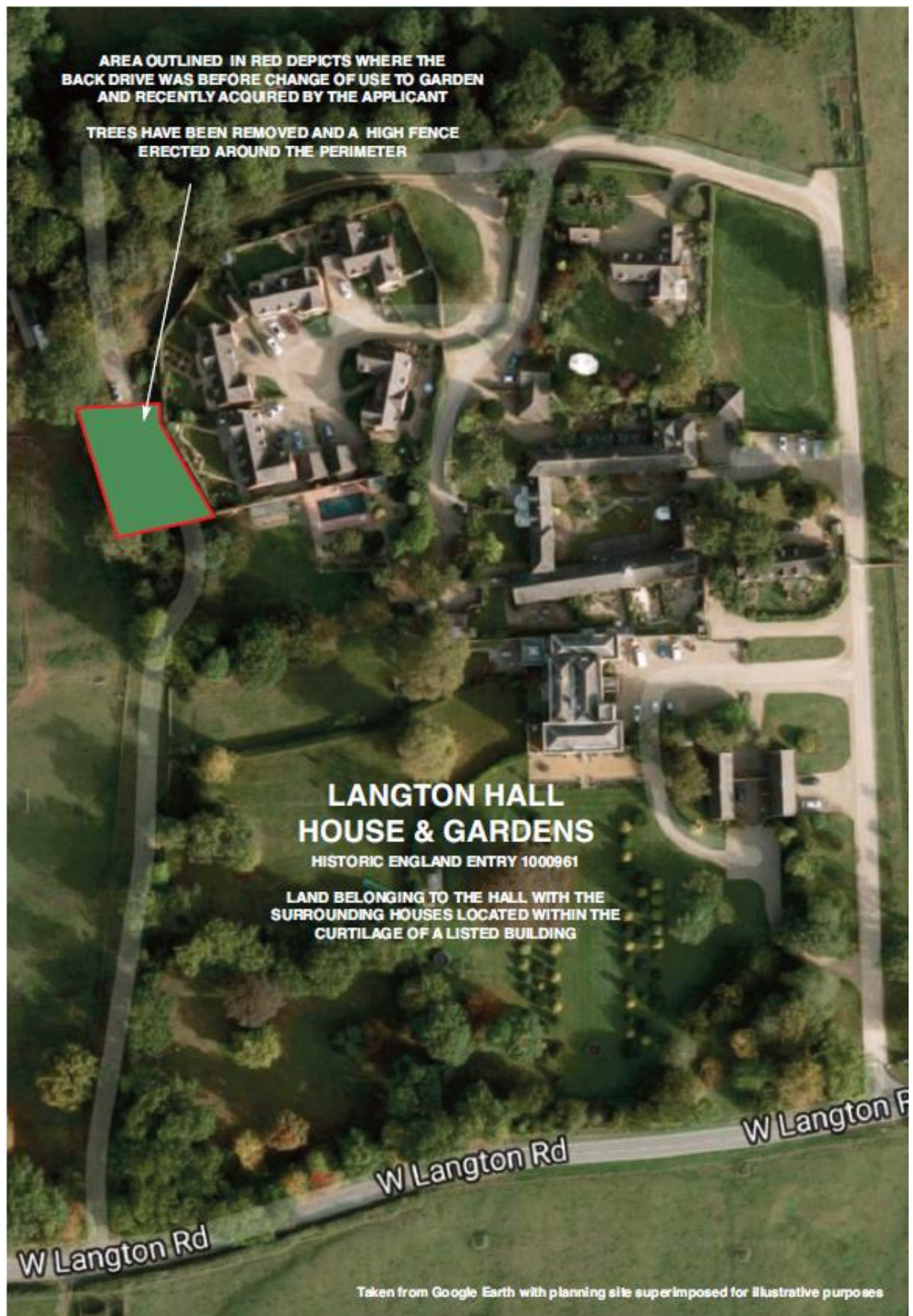
Previous planning applications for this same site and the adjacent stable yard were refused under the same planning policy used to assess this application. Whilst we can see that the materials for the construction of the desired garage could be judged as sympathetic to a country location this is not a necessary development and must surely be assessed within the bigger picture of the Grade 2 Registered Parkland, in the curtilage of listed buildings. The wider setting has not changed since previous applications were refused in 2013 and 2014 so we are surprised that the policy and planning processes that protected heritage assets then have informed a different outcome on this occasion.

The attached image shows an aerial view of the estate from Google Earth and you will see that the original brickwork and form of the walled garden is a prominent feature of the estate. You will also see that the estate had a back drive that ran from West Langton Road up to the Walled Garden and the estate's woodland so that parkland and buildings formed a cohesive whole sandwiched between the two driveways and surrounded by open countryside.

We are unclear as to exactly when part of that back drive become garden but we know that the applicant now has ownership of a parcel of land that is located outside his section of the original walled garden and on the edge of the country estate. This small envelope of the original Parkland is now a manicured patch contained within an eclectic mix of perimeter materials. These include part of the original old wall of course but the more recently constructed wall and fencing are in our view incongruous with the wider heritage setting. An approval of a large building on this recently developed area could present holistically as an unfortunate blemish on the outer face of a beautifully rounded settlement of heritage assets.

Please look again at the image attached where we have superimposed the site of the application on the aerial map of the estate. Certainly if planners were just starting to develop the estate we can't imagine them building a random new garage in a mixed wrap of modern walls and fences in the location depicted on the above. And if this application were to be approved we would be fearful of further development which would constitute harm to heritage assets that the local authority has so far been successful in protecting for the benefit of future generations.

We can see there are already 43 documents on file in relation to this application and understand the pressures on staff dealing with a significant volume of planning matters. We are unsure as to whether there has been a site visit but if not then we think it would be helpful for colleagues to see the site and assess the application in it's wider setting.



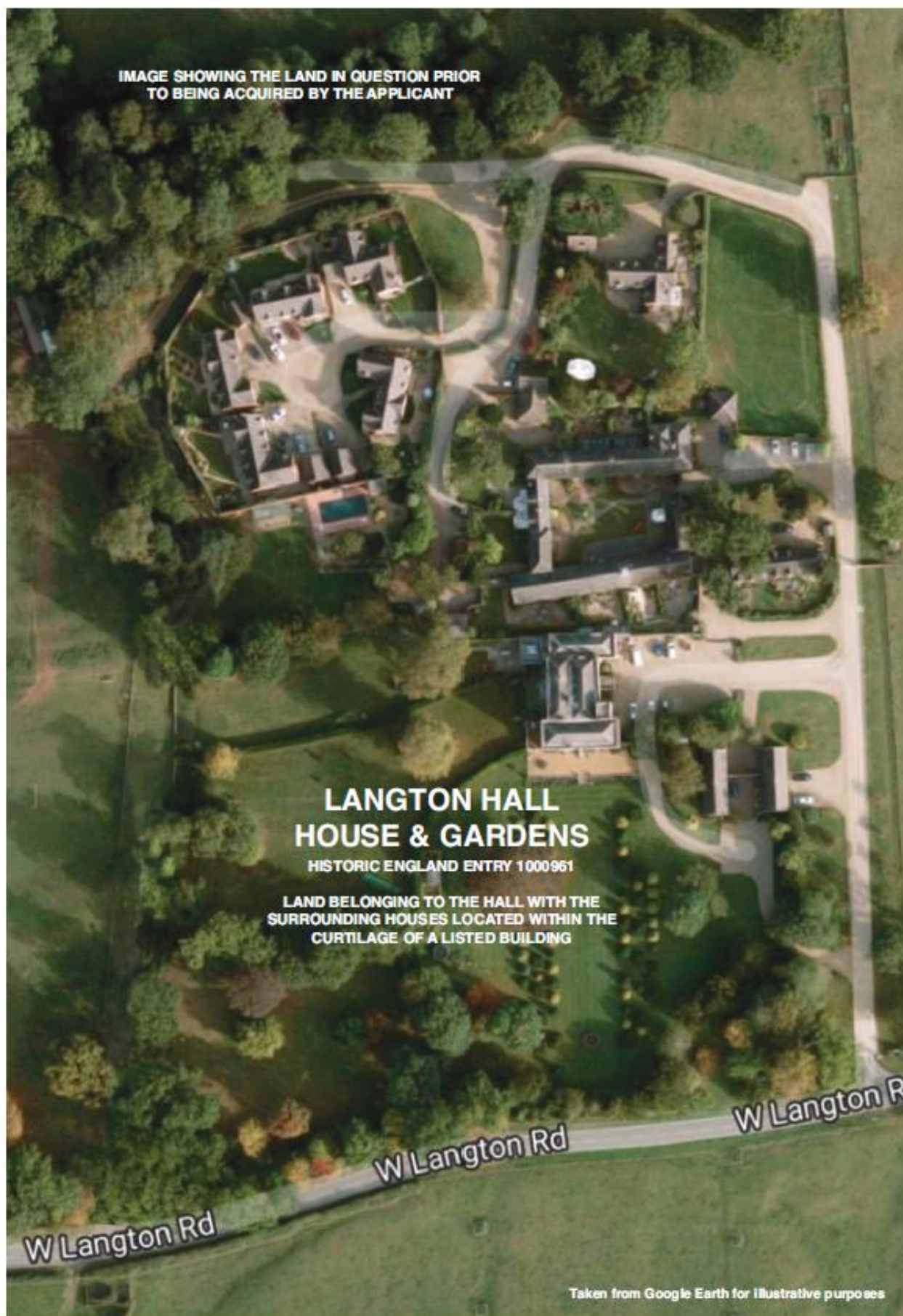


IMAGE SHOWING THE LAND IN QUESTION PRIOR
TO BEING ACQUIRED BY THE APPLICANT

LANGTON HALL HOUSE & GARDENS

HISTORIC ENGLAND ENTRY 1000961

LAND BELONGING TO THE HALL WITH THE
SURROUNDING HOUSES LOCATED WITHIN THE
CURTILAGE OF A LISTED BUILDING

W Langton Rd

W Langton Rd

W Langton Rd

Taken from Google Earth for illustrative purposes

18/00051/FUL	Erection of two storey side extension and single storey rear extension: 4 Lathkill Street, Market Harborough, Leicestershire
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Planning Committee Speakers List – 6th March 2018

Speakers please note that the Council's constitution requires evening meetings to end after three hours, unless the Committee votes to continue the meeting. If a meeting does adjourn, remaining business will be considered at a time and date fixed by the Chairman or at the next ordinary meeting of the Committee and the existing speakers list will be carried forward.

Application	Parish	Speaker	Type
17/02130/PCD	Market Harborough	James Bolter	O
		Alan Good	O
		Darren Williamson	O
		Damian Roland	O
		Paul Bremner	O
		Andy Poore	O
		Cecile Irving-Swift (Daventry District Councillor)	
		Emma Burrows	S
		Louise Pelos	S
		Amy Gilliver	A
		Cllr Brodrick	WM
17/01484/REM	Houghton on the Hill	Professor Alan Wells	O
		Adrian Robertson	O
		Simon Thodey	O
		Peter Beretta	O
		Ian Hill	PC
		Jake Robinson	A
17/01510/REM	Kibworth Beauchamp		
17/01894/FUL	Nevill Holt	Anette Whitehouse	O
		Richard Beaty	O
		David Beaty	O
		Bernadette Lee	O
		Charlotte Beaty	O
		Andrea Beattie	O
		Nick Bowman	O
		Sheelagh Shaen-Carter	PC
		Duncan Hartley	
			A
17/01969/FUL	West Langton	Andrew Scott	A
18/00051/FUL	Market Harborough		

**Key to Speaker Type: O = Objector, S = Supporter, PC = Parish Council,
A = Applicant/on behalf of applicant, AG = Agent, WM = Ward Member**